

trucks per hour would be required to replenish the fuel supply. Trucks from Canada would be routed from the truck entry at the border crossing via Bob Mitchell Way and Hesselgrave Road to the site. These roads are designated truck routes.

An alternative source of fuel oil is the ARCO refinery at Ferndale, WA. Trucks delivering oil from this source would take one of two routes:

1. Trucks would leave the refinery and travel east on Grandview Road to enter southbound Interstate 5. They would exit the Interstate at Exit 262 and travel east on Axton Road four miles to SR 539 (Guide Meridian Road). They would then travel north on SR 539 to cross the Canadian border at Lynden; and then travel east on Canadian Highway 1A and Canadian Route 1 to Highway 13 at Abbotsford. The trucks would then turn south on Highway 13 to the U.S./Canada border, and access the site via Bob Mitchell Way and Hesselgrave Road.
2. Alternatively, from SR 539, the northbound trucks would turn east onto SR 546, which terminates at its intersection with SR 9, and travel on SR 9 to the site.

Established truck routes link all of the fuel sources with the project site. As shown in Figure 3.10-6 below, the maximum truck volume would be four trucks per hour during a 12-hour workday for up to two days. This worst case condition would be dependent upon weather and intermittent in nature. No mitigation is warranted.

**Figure 3.10-6: Fuel Oil Consumption and Replacement
with 5 Days of Oil Firing Within a 15 Day Period**

